

THE REAL THING IN THE HUSTLING LINE



TEX RICKARDS,

Goldfield, Nev., Sport and Mining Man Who Is Engineering Gans-Nelson Bout on Labor Day.

GLIDDEN TOUR
TO JAMESTOWNGreat Motor Car Run Next Year
Will Finish in
Virginia.

Table of the next year's tour-for, Glidden and no Glidden, says Automobile Topics. It is a pretty safe assumption that there will be a tour or contest of some sort in the direction of Jamestown, Va. This is of course, due to the fact that the Jamestown Exposition, held in commemoration of the three hundredth anniversary of a permanent English settlement in America, occurs next year.

The project to conduct a body of motorcars to the quiet old Virginia town has been to commend it, both from a social and a sentimental standpoint. The South, land of its outer fringe at least, deserves some attention. The tour would possess the charm of novelty, and if the itinerary was properly arranged a party not too large could follow it with genuine pleasure. First, the proper time should be selected. There is but one proper time, and that is in the fall, say in October. Virginia is not far enough south to escape cold weather, and in November or December it is to be apprehended. On the other hand, an earlier date would be even worse. September is a warm month, and the average motorist, accustomed to the coolness of the Northern climate, would find little pleasure in the sultriness of Maryland and Virginia in the late summer or early fall.

The route for such a tour should have its beginning in New York and pass through Philadelphia, there turning west for a detour to Gettysburg, so rich in historic associations. Then the way should lead to the South, following the same general direction taken by Lee on his retreat from the battlefield. That other famous battleground, Antietam, where Lee's high hopes were earlier checked, should also be visited, and then a drive straight down the wonderful Shenandoah Valley should be taken. Here magnificent roads and yet more magnificent scenery would be met with, and the

Journey could be continued on to Natural Bridge, thence to Richmond and Jamestown, visiting the famous Luray Caverns or the way through the Shenandoah Valley. A trip of this kind would yield more genuine enjoyment than almost any other that could be arranged.

On to Jamestown.

By request of the promoters of the Glidden tour, General L. Victor Baughman, of Frederick, Md., has prepared a tour route which will include many historic places in Maryland and Virginia, and wind up at the Jamestown Exposition. The route mapped out and sent to A. A. Post is from New York to Philadelphia, to Lancaster, York, Gettysburg, Pa., and thence to Frederick, Md. From Frederick the line will be over the old National Pike to Braddock Heights, to Hagerstown, then to the battlefield of Antietam. The Potomac will be crossed at Shepherdstown. The line will then be down through the Valley of Virginia to Winchester and Fisher's Hill, and on to the Luray Caverns. From Luray the tourists will go to Staunton, Natural Bridge, Richmond and Norfolk, where they will be at the doors of the exposition grounds. On the return Washington, Baltimore and Philadelphia will be passed through.

Augustus Post, of the A. A. A., is making a tour of inspection over Virginia roads. He arrived at Richmond, Va., from Norfolk last Saturday night, accompanied by Mr. Mosler, the official photographer of the Jamestown Exposition. Mr. Love, who has charge of all the official publications in the interest of the exposition, and R. H. Sexton, commissioner of congresses and special events. They left Sunday afternoon for Fredericksburg. Captain F. R. Julian Wilson, State Highway Commissioner, accompanied the party from Richmond.

Mr. Post is going to Washington, and then down the Shenandoah Valley. He thought the Glidden tour might visit the Jamestown Exposition next year if something could be done for the Virginia roads before that time. Highway Commissioner Wilson said that an effort would be made to have the roads in good shape by that time.

Figures showing the amount collected from British motorists for violation of the automobile laws have been made public. They show that nearly \$2,000 in fines were paid during the year ending June 30th last.

The number of prosecutions during the

year was 4,905, and 4,905 defendants were fined, making the average fine paid about \$1. In 1,235 cases the prosecution was for exceeding the speed limit.

Notes on Repairs.

It is essential that every bearing gets its proper amount of lubricating oil at all times. To simply watch the drips on the dash and, as long as the oil is flowing properly at this point, jump to the conclusion that the entire lubricating system is in perfect order, is a big mistake and one that is quite likely to have disastrous results. A regular examination of the bearings and the piping that connects them with the feed drips should be made at frequent intervals to see that there is no stoppage of the proper flow of oil. It cannot be repeated too frequently, either, that it must be the very best grade of lubricant that is used. Manufacturers and owners usually have their own opinion of what is the "best" oil, but any one of the better known factory products can be relied upon. A cheap grade of machine oil always proves expensive in the long run. There are several ways to clean out the copper tubing when it becomes clogged without getting nearly dismantling the entire car to get them out. To take them down is a tedious task, and hardly worth while, simply for the purpose of cleaning them.

To blow the tubes out with a jet of steam is the simplest and most natural course. The tubes are connected at both ends, and a rubber hose fitted with a coupling of the same sort as is used in the radiator attached to a steam pipe, or the air valve of a radiator, can be connected to the different pipes in succession, in every case the flow of steam should be kept up until the matter of oil or grease ceases to drip from the lower end of the tube and the steam flows through freely.

When steam is not available, a slower, but not less efficient method, is to connect with a hot water radiator or even to connect to the hot water faucet to be found on the washstand of any garage. In this case it is well to flush the tubes out with gasoline afterward, to clear all water from the system.

An expedient not infrequently useful on the road is to first run the axle with through the passages, and then having filled them with gasoline the lower end being plugged up temporarily to allow them to stand for half an hour or so until the contents are somewhat thinned down, and then to simply blow them out with a tire pump. This process may be repeated until everything is perfectly sweet.

A driver must always be on the lookout for strange "knocks" and "squeaks," for any such noise is usually the forerunner of a breakdown, unless it be remedied at once. A knock may usually be located in the motor itself, but the squeak, caused by lack of lubrication, must be found by listening carefully for its origin.

Virginia State Fair,
Richmond, Va., Oct. 9, 10, 11, 12, 13.

A Great Day for Live Stock Exhibitors

The management of the State Fair, realizing the importance of the live stock and cattle raising industry to the State of Virginia, intends that the State Fair, from its inception, shall be devoted largely to the interests of this most important staple of the State of Virginia. Virginia is naturally favored, and should be one of the great live stock States of this country.

Virginia Live Stock, Dairy Herds, Fancy Stock, Etc., of all kinds, is universally admitted to be of highest standard.

The Virginia State Fair intends to use every means in its power to assist the industry and to advertise to the world the excellence of Virginia bred Cattle, Stock, Sheep, and to this end there will be a

Great Auction of Live Stock at

The Virginia State Fair, Saturday, Oct. 13
9 A. M. to 12 Noon.

Five Days of Racing—Trotting, Running, Pacing and Steeple Chasing every day. \$7,000 in purses to winners of track events. Entries from crack racing stables of the East.

General Exhibits include the most complete list of Agricultural, Dairy products, Farm products and Manufacturers' exhibits ever gotten together for a State Fair, and compares favorably with the large Expositions. Every department complete, and many big plants will show complete departments in full operation.

Midway, with every kind of amusement usually found at up-to-date resorts.

The only Air Ship ever brought to Virginia will be on daily exhibition.

Write for Premium List.

Reduced Rates on All Railroads and Steamboats.

Write for Premium List.

The Virginia State Fair Association, Inc., RICHMOND, VIRGINIA

Scientific Shoeing Horses
of But Recent Practice

Bird Doble says that in the days when he campaigned Dexter and Goldsmith Maid through the Grand Circuit the art of scientific shoeing had not been discovered, that the only object of a shoe of any kind was supposed to be to protect the hoof from the concussion which the track imposed when a horse was going at a high rate of speed; that when a horse needed shoeing a stable boy would take him to the shop and the blacksmith would nail on any shoe that happened to be in the shop, regardless of its weight or whether it was the shoe worn by Goldsmith Maid, who had reduced the record on 214 sows that he preserved the hind shoes and some years afterwards weighed them, and that they each weighed about ten ounces, of set interference has always been regarded during the past twenty years that it has become recognized as the most prominent factor of the fitness of a light harness race horse. As shoeing the care now exercised in properly shoeing track horses, the following statement prepared by Mr. C. A. Cole and published in the Horseman's Journal, is most interesting:

work are infinitely preferable to heavy ones, for these latter are a burden at best and a constant tax on the energies of a horse, as is reasonably implied by the familiar saying, "An ounce at the tail means a pound at the withers."

There may be differences of opinion among authorities as to minor details in shoeing, but there is no practical not even to argument, and which all alike seriously condemn, and that is the utterly senseless and atrocious custom, so characteristic of many of our day horse-shoers, of thinning out the sole and trimming or mutilating the frog. No one has ever been able to make a reason for acting contrary to the first principles of his own work by destroying that which he should aim to preserve, and yet this has been and is the most frequent procedure of shoeing horses in their treatment of the frog and sole.

They persist with an obstinacy which sets common sense at defiance in cutting and hollowing out the sole even to the quick, and to forcing an exact "fine frog" regardless of consequences, though these are of the most serious nature, and affect the vitality of the living animal.

The same Morning Star, the largest shoe in the world, is a square shoe, three-eighths of an inch thick, with a hoof angle of 8 degrees and a 2 1/2 toe, and behind a 1 1/2-ounce heel, made of 15 pounds of iron, 2 1/2.

Some shoeing men shoe a horse's feet, square-toe shoe, with 2 1/2 toe, and an angle of 4 degrees in front, and behind a 1 1/2-ounce square-toe wedge shoe.

Trotters.

Name	Record	Front wt. and axle.	Hind wt.
Major Belmar	1:20 1/2	7 open shoe	35 lb.
Sweet Marie	1:20 1/2	8 bar shoe	35 lb.
Major Strong	1:20 1/2	8 bar shoe	35 lb.
McKendrick	1:20 1/2	8 bar shoe	35 lb.
Westworth	1:20 1/2	8 bar shoe	35 lb.
Sadie Mae	1:20 1/2	7 bar shoe	35 lb.
Norman B.	1:20 1/2	8 bar shoe	35 lb.
Hedley	1:20 1/2	8 bar shoe	35 lb.
Lord Derby	1:20 1/2	8 bar shoe	35 lb.
Robert M.	1:20 1/2	8 bar shoe	35 lb.
Mainstreet	1:20 1/2	8 bar shoe	35 lb.
Mainland	1:20 1/2	8 bar shoe	35 lb.
Martin Wilkes	1:20 1/2	8 bar shoe	35 lb.
John Taylor	1:20 1/2	8 bar shoe	35 lb.
Jim Fulton	1:20 1/2	8 bar shoe	35 lb.
Shagbald	1:20 1/2	8 bar shoe	35 lb.
Helen Scott	1:20 1/2	8 bar shoe	35 lb.
Miss Adell	1:20 1/2	8 bar shoe	35 lb.

Pacers.

Name	Record	Front wt. and axle.	Hind wt.
Prince Albert	1:20 1/2	7 bar shoe	35 lb.
Darrel	1:20 1/2	8 bar shoe	35 lb.
Carl Wilkes	1:20 1/2	8 bar shoe	35 lb.
Nathan Strong	1:20 1/2	8 bar shoe	35 lb.
Morning Star	1:20 1/2	8 bar shoe	35 lb.
Lawrence	1:20 1/2	8 bar shoe	35 lb.
Norville	1:20 1/2	8 bar shoe	35 lb.
Major C.	1:20 1/2	8 bar shoe	35 lb.
Paula Mae	1:20 1/2	8 bar shoe	35 lb.
Frank Young	1:20 1/2	8 bar shoe	35 lb.
Sphinx B.	1:20 1/2	8 bar shoe	35 lb.
Albion	1:20 1/2	8 bar shoe	35 lb.
McKendrick	1:20 1/2	8 bar shoe	35 lb.
Joe Punter	1:20 1/2	8 bar shoe	35 lb.
Stein	1:20 1/2	8 bar shoe	35 lb.
Cascade	1:20 1/2	8 bar shoe	35 lb.
Albert	1:20 1/2	8 bar shoe	35 lb.
Resolute	1:20 1/2	8 bar shoe	35 lb.
Suffield	1:20 1/2	8 bar shoe	35 lb.
Edwin C.	1:20 1/2	8 bar shoe	35 lb.

In discussing the necessity of properly shoeing a light harness race horse, Mr. Cole says:

"Two things must be strenuously insisted upon for the shoe: one is that the shoe be as light as possible, and the other is that it be made or molded on its foot bearing face to an exact counterpart of the hoof to which it is applied. Bearing in mind that the original and legitimate design of the shoe is for the preservation and defense of the hoof from undue wear, we should not misconceive the purpose by attaching to our horse's feet any unneeded weight. Light shoes proportioned to the weight of the animal and the nature of his

than the inside. This was the only way to keep her from speed cutting."

Concrete Cheaper Than Brick.

The great fall of fifty per cent. in the price of brick in New York was partly caused by the substitution of concrete for brick in the construction of six hundred buildings in New York alone. Concrete construction is a much simpler operation than brick laying, employing labor that is less skillful and less exacting in its demands. The two materials are at present in that competitive stage where the success of one or the other apparently depends much upon the conditions that attend their respective use.

In the rebuilding of San Francisco it was suggested that there would be an immense demand for brick, but builders generally have turned to concrete, for the reason that brick brought from the East coast is high, while the labor cost of laying brick is almost prohibitory. The great fall in the price of brick will have the effect to check the building toward concrete, but we may expect to see in the future a vastly greater use of concrete in building construction and a gradual decline in the use of brick.—Newark Advertiser.

Fox Hunting

"I consider that the sport of fox-hunting is distinctly on the down grade."

That is the opinion of Lord Portman, the dayen of masters of foxhounds, who has hunted ever since 1898. He gave it to Mr. A. W. Coates, the writer of an interesting article in the "Badminton Magazine," and he attributed the decline to the advance of shooting interests.

Speaking for his own country, I do not hesitate to say that sport is far inferior to what it was twenty-five or thirty years ago. The foxes do not make such good points. As in the best part of my open hill country no outlying fox is allowed to live—in the interest of partridge preserving and partridge hunting—and so many of the owners and occupiers of the large coverts do not hunt, and close their coverts to hounds in the early part of the season, it is only due to the large extent of my country that in November and December I am able to hunt three days a week—and that with difficulty.

Lord Fitzhardinge, another M. P. H., has said that "fox-hunting has much gone down owing to the large number of private parks and estates which have been sold, and to the Duke of Beaufort is more or less in agreement with this, though he does not see much difference between the sport of today compared with that of thirty years ago. "I fear," his Grace says, "that increased numbers have not brought increased knowledge of hunting, so that in different ways they spoil their own sport."

Lord Yarrowburgh, Master of the Brockles, believes that fox-hunting is a more popular sport fifty years ago, and certainly there were more good runs than in the case now—days."

Certainly this is not true of America, for never in the history of the country was the sport more on the increase, with the single exception of "Meadow Brook," where the fields have been steadily on the increase.

In Virginia alone there are some nine-hundred organized fox-hunting clubs, not to mention the hundreds of private parks, large and small, owned by sporting farmers from the Potomac to the North Carolina line, and from Chesapeake Bay to the mountains of West Virginia.

Fox hunting is steadily on the increase, and the improvement of both horse and hound in recent years has been marked. The Virginia hunter has no equal in America, and not infrequently are shipments made of Virginia jumpers to England and Ireland.

"But," Mandy, if you can buy rhombus like that for 45 cents a yard at the little store up here on the corner, what's the use of going all the way to town, and paying one fare both ways, to get it for 42 cents? You don't save anything, do you?" "Goodness, yes, Papa always allows me money for car fare," Claspin Tribune.

"Hoy, there! It is forbidden to walk on the railway tracks." "Do not be afraid, my good man; we have come here to escape the automobiles."—St. Louis Globe.

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